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Hongkong, 21st February, 1907.

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The Daily Press.

HONGKONG, MARCH 20TH, 1907.

Of all the very numerous Channel Tunnel arguments, for and against, there is so far not one that touches the real danger to the British public. The debaters have overlooked the flood of fiction of "The next invasion" type which is bound to follow—and keep step with—the baring. This, we hasten to confess, is somewhat frivolous, but we do not altogether withdraw the suggestion that the nuisance will be a serious one. We can only hope that the novelists and romancers and expert *Daily Mail* collaborators will wait before regarding the Tunnel as the last word, and watch the development of aerial possibilities. If airships are as near as the newspapers seem to think, perhaps this engineering feat under the English Channel will be allowed to pass as adding comparatively little to the peril of the United Kingdom. The controversy over the tunnel scheme offers a remarkable illustration of the avidity with which arguments are seized upon to bolster existing prejudices. Contra-arguments fly to these as if impelled by atomic attraction, and predilection finds no more difficulty in picking up pro-statements. To the impartial or indifferent mind, neither side has much to brag of in the way of convincing testimony. The great names that have been enrolled on the list of the scheme's opponents afford some amusing reflections. Eminent soldiers who dread its possibilities seem quite unconscious of the implication of their opposition; that they have no faith in themselves or in the British fighting men. Of Sir JOHN WOLFE BARRY's opposition a contemporary has much to say that

is pertinent. Sir JOHN WOLFE BARRY's eminence as an engineer does not render him a high priest of infallibility, as, our contemporary believes, many people in the Far East will readily agree. Sir HUMPHREY DAVY, an eminent engineer in his day as Sir JOHN WOLFE BARRY today, poolpoised the possibility of using gas as an illuminant. "Sir J. WOLFE BARRY's eminence is, of course, too well established to call in question; but when he deliberately asserts that 'a mile-way ferry with the most modern improvements could be installed which would fulfil almost all that a Channel Tunnel could provide, we begin to wonder whether Sir J. WOLFE BARRY has ever been at sea, if he has ever crossed the Channel in an equinoctial gale. We do not attempt to controvert his estimates of the relative cost of a ferry and the Tunnel, nor to discuss the engineering difficulties that stand in the way of the proposed scheme. Other eminent engineers will do that. But when he asserts, with ponderous gravity, that success—we presume he means financial success—cannot be guaranteed, we wonder how many schemes he has been connected with of which, in their initial stages, the same thing has not been said." And so on, and so on. But our contemporary need not have belaboured the poor man so. He is only one of the great men to whose oratorical dicta the gullible public, its own thinking apparatus atrophied, loves to listen with "blinded breath." All these people have some axe to grind. We do not suggest, that Sir JOHN WOLFE BARRY, has had a relator to oppose the scheme, but we do venture to hint that his opinions might have been other than they are if he had been professionally interested in the undertaking. The shipping people interested in the Channel Trade are naturally not in love with the project, but, to convert the public to their views it would never have done to admit their fear of loss of business. So they gladly join the chorus of alarm at a "great national danger." The argument that it is disgraceful of Englishmen to admit disinclination to risk sea-sickness is a rather telling one, in print, but it is very thin. There are other advantages than this immunity, which home-goes from the Far East will readily think of. The number of passengers going overland from the Mediterranean offers some indication of the number that will be glad to continue through the tunnel, if and when it is ever constructed. The "entente cordiale" argument, on the other hand, has been very much overdone. We presume this tunnel scheme is a commercial enterprise, and those who invest in it will take the risk, not Sir JOHN WOLFE BARRY. Those who don't stand to lose nothing, for it is surely insulting to the intelligence of the British defence forces to suggest that they cannot devise means to cope with any danger threatened at one definite point.

Mr. A.G. Angier left Hongkong yesterday for Manila.
The French Mail of the 19th February was delivered in London on the 18th inst.

There were two plague fatalities recorded yesterday, the fourth and fifth, for 1907.
Routel's telegraph service with Pootow has been discontinued as a sufficient number of subscribers cannot be secured to cover the expenses.

The betting at the start of the Oxford v Cambridge boat race was five to one on the latter according to Reuters, and Cambridge won in 20m. 28s.
A meeting of His Majesty's Justices of the Peace was held at the Magistracy, yesterday afternoon to consider an application from J. E. Barker for the transfer to him from the sign of "The Western Hotel." Mr. F. A. Hazeland presided and there were also present Captain Badoley, Captain Lyons and Messrs. E. D. C. Wolfe, H. A. R. Craig and C. D. Melbourn. No police objection was raised and the application was granted.

The gatekeeper, Fujii Rikichi, who was on duty at the level crossing at Kobe at the time of the accident by which a Chinese gentleman and a Japanese jirikieman lost their lives on Feb. 13th, was brought up on a charge of manslaughter. The case having been proved against him, he was found guilty and ordered to pay a fine of ¥100. Considering the gravity of the offence the sentence appears lenient; but the maximum punishment for manslaughter is a fine of ¥200, and when it is remembered that the man's monthly wage would amount to about ¥10 the fine, as such, is fairly heavy. Failing the payment of the fine the man will have to go to prison, and if he is only able to find part he has to undergo imprisonment for as many days as the number of yen he is unable to pay. It is thought, however, that with the assistance of friends and relatives, Rikichi will be enabled to find the whole of the ¥100.

The return of visitors to the City Hall Library and Museum for the week ending the 17th March, 1907, shows that of non-Chinese there were 328 to the Library and 138 to the Museum, and of Chinese 163 to the former and 8,683 to the latter. The Library was, therefore, used by 496 persons and the Museum by 8,821.

The Choral Festival which was first held in St. John's Cathedral on Friday last was repeated last evening, the Cathedral being crowded. The choir consisted of about 70 voices, and the organist was supported by a small orchestra. Mr. Denman Fuller, the conductor, and all concerned are to be cordially congratulated on the high merit of the festival.

POLICE COURT.

Tuesday, March 19th.

BEFORE MR. F. A. HAZELAND (First Police Magistrate.)

BROACHING A CARGO.

Two natives were charged with the larceny of 18 tins of milk from the P. and O. s.s. *Japan* while that vessel was lying at a wharf at Kowloon. From the story told the magistrate it appeared that the defendants broached a case of milk and were leaving the vessel with 18 tins when they were detained. The first defendant told his Worship that the second man asked him to carry a number of the tins, but Mr. Hazeland was of opinion that both were equally guilty and sentenced them to six weeks' hard labour and four hours' stocks.

CONTEMPT.

Clouds of smoke which ascended ceilingward in the rear of Mr. Hazeland's Court yesterday attracted the attention of the usher. On going to investigate Constable Fox found a long-robed Chinese enjoying a "high life" cigar while he watched the proceedings. The Chinaman appeared very much surprised when the constable pulled him out of Court, rushed him off to the charge room and charged him with behaving in an insulting manner before a magistrate. When the charge had been preferred the offender was placed before his Worship and fined \$1.

COUNTERFEIT COINS.

Inspector Dymond placed two natives before his Worship on a charge of uttering spurious twenty-cent pieces. The defendants visited a number of cigarette stalls in the Aberdeen district, at each of which they purchased a five-cent packet of cigarettes, tendering a counterfeit twenty-cent piece in payment. The game was a profitable one while it lasted, but a cigarette vendor who had been defrauded once, was again visited, and when another of the spurious coins was tendered he kept it and called a policeman, the upshot being that the defendants were marched off to jail.

On the evidence his Worship convicted them and sentenced each to six weeks' imprisonment and four hours' stocks.
Lai Lin, who has no occupation, had a number of counterfeit coins on his person when stopped by a constable at Shamkwan on Monday. He was charged with having more than five in his possession, found guilty, and ordered to pay a fine of \$130.

ALLEGED MANSLAUGHTER.

Four natives, one a Lukong, were indicted on a charge of unlawfully killing and slaying a hawker named Lo Ching at Mongkok on March 12th. Mr. Otto Kong Sing appeared for three of the defendants.

Sergeant Appleton told his Worship that the quarrel arose on a piece of ground at Mongkok where the hawkers sold vegetables. Because the deceased refused to lend another coolie a basket a quarrel ensued, into which a number of other coolies entered. The police were called and the fourth defendant, a Lukong, arrived, and it was alleged that he caught hold of deceased by the queue and struck him with his truncheon, this example being followed by a number of others who proceeded to belabour deceased with bamboo poles.

Evidence was called and the case adjourned.
BEFORE MR. C. D. MELBOURNE (Second Police Magistrate.)

A FIRST OFFENDER.

A coolie who appeared before the Court for the first time was called upon to answer a charge of stealing a bottle of oil from the Naval Yard. He admitted the theft and was bound over in the sum of \$100, personal bond, to come up for judgment when called upon.

UNQUALIFIED EMIGRANTS.

Two natives were charged by Detective Sergeant Grant with aiding and abetting three coolies to get a passage to Singapore by the s.s. *Shantung*, without emigration tickets, and three others were charged with being aboard the said vessel without the permission of the captain or agents. The first two men were fined \$25 each, and the other three discharged with a caution.

THE COMMISSION.

Yesterday the Commission ceased its labours. The report was signed by the members and will be forwarded to the Governor. It contains, we believe, many recommendations suggesting considerable administrative and departmental changes.

As is well known, the Commission has set for nine months and though the evidence given before it has not been made public sufficient has been transpired to indicate that sensational disclosures were made. The number of dismissals from the staff of the Sanitary Board and the abortive prosecutions a few months ago tell their own tale.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SHIPPING DISASTER.

LONDON, March 19th.

The *Jebba*, on a voyage from West Africa, has been wrecked at Plymouth. It is expected that the vessel will break in two. All the passengers and crew have been saved.

THE WRECKED "SUBVIC."

LONDON, March 19th.

The salvage of the White Star *Subvic* is now regarded as probable.

OBITUARY.

LONDON, March 19th.

Admiral Palliser and Marcelin Berthelot are dead.

[Admiral Henry St. John Burg Palliser was born on June 22nd, 1836. He entered the Navy in 1852, served in the *Baltic* in 1854 and the *Black Sea* in 1855, protected British interests in Spain during the Carlist War in 1871, and was naval officer in charge at Hongkong from 1891 to 1893, when he was made Rear-Admiral. He was Commander-in-Chief on the Pacific Station from 1896 to 1899.]

[ROUTER'S SERVICE.]

THE UNITED STATES.

LONDON, March 17th.

President Roosevelt has appointed a Mississippi Valley Commission, to prepare a plan for the improvement of the control of the river systems. President having declared that the railways are inadequate, and that a complementary water transport is the only remedy.

An explosion and fire at the Warwick Potteries in Wheeling, in the flooded district of West Virginia so terrified the workers, who were mostly Syrians, that they leapt from the windows, and 18 of them perished in the swift current; one hundred were rescued by boats.

THE BRITISH NAVY.

LONDON, March 17th.

H.M.S. *Indomitable*, the largest cruiser in the world has been launched on the Clyde. Two sister ships, the *Invincible* and the *Invictible*, will be launched within a fortnight. The tonnage of the *Invincible* is 17,250, and her speed 25 knots. The cost £1,744,000.

INDIAN SPORTS.

Wildly picturesque were the scenes witnessed on the U.S.R.C. Ground, Gascoigne Road, Kowloon, yesterday afternoon, when the annual sports of the H.K.S. B.R.G.A. took place in cold bracing weather. Major Phillips and the officers of the battalion, assisted by the native officers, had drawn up a programme which included both native and foreign sports, and in which the competitors made a very good show. There were jumping and running competitions, putting the shot, pole and pillow fights, mauls, wrestling, tug-of-war, Indian club swinging, etc. In the race upon men of the Royal Navy and British troops in garrison, Gunner Baker, 82nd Co. R.G.A. was first, and Gunner Thomas 89th Co. was second. The native wrestling was a feature of the afternoon. A catch-as-catch-can style was adopted, and some fierce throws were seen. Mal Singh, however, proved himself the champion of the battalion, and it goes without saying that his honours were not achieved without ease. Very exciting also were the tug-of-war contests and the pole tournaments and an interesting afternoon's sport was brought to a close before six o'clock. The officers of the battalion were "at home" to many ladies and gentlemen in their large pavilion, while the non-commissioned officers and native officers dispensed hospitality from their respective pavilions.

STANDARD OIL DIVIDEND.

The directors of the Standard Oil Company on Feb 15th declared a quarterly dividend of \$15 a share. The dividend was the same amount in the corresponding quarter of last year, and \$10 per share three months ago. The capital stock of the Standard Oil Company is \$100,000,000 of which John D. Rockefeller owns 40 per cent. Of the \$15,000,000 to be distributed this quarter, Rockefeller will receive \$6,000,000.

Since 1898 the company has paid \$300,000,000 in dividends, and by the end of the present year the total will reach \$400,000,000, or four times the total capital, in nine years. During this period Rockefeller has received in all about \$166,000,000.

WEATHER REPORT.

On the 19th at 11.45 a.m.—The barometer has fallen over China, and risen over S. Japan. A depression has passed from N. Japan to the Pacific. Pressure is now highest between the E. coast of China and W. Japan.

Gradients have decreased and the monsoon will moderate over the China Sea. Moderate monsoon may be expected in the Formosa Channel.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

	E. winds,
Hongkong & Neighbourhood	moderate; fair.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Lamooke	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. The Hon. Mr. W. Chatham (Vice-President) presided, and there were also present Dr. F. Clark (Medical Officer of Health), Hon. Mr. A. W. Brown (Registrar General), Hon. Mr. F. J. Badoley (Captain-Superintendent of Police), Dr. H. MacFarlane (Assistant Medical Officer of Health), Mr. H. Humphreys, Mr. Shelton Hooper, Mr. Lau Chu-pak, Mr. Fung Wai-chun and Mr. G. A. Woodcock (secretary).

KOWLOON OFF SAVINGING CONTRACT.

Regarding the scavenging contract for Kowloon City, Inspector Cameron reported that the contractor commenced work with twelve coolies and one foreman according to his contract. Then about the middle of January eleven coolies and one foreman only were employed, and at the end of the same month the number on contract was ten coolies and one foreman. On January 1st the Inspector took the foreman round streets of the city and showed him what he had to do. The work was done fairly well at first, but afterwards was sadly neglected, and the foreman at present seldom went in the morning to supervise the coolies.

Dr. McFarlane, Assistant Medical Officer of Health, intimated that this small contract required the whole contract number to do the work in any way decently. The contract number had not been engaged since January, therefore the contractor should be warned that this could not go on.

The SECRETARY wrote asking Dr. McFarlane if he agreed to a deduction of \$14 from the monthly amount paid the contractor.

Dr. McFarlane thought \$14 was a fairly stiff fine, but would probably prevent any repetition of the offence. Later, he thought a fine of \$10 would meet the case seeing that the contractor had been warned with no effect.

The VICE-PRESIDENT—The question is one of imposing a fine on the contractor for failing to supply a sufficient number of men in accordance with the terms of his contract. Strictly speaking the fine if fully enforced would be a little over \$14 but it might be sufficient to induce a fine of \$10 on this occasion.

MEMBERS AGREED.

A YARD THAT IS NOT A YARD.
The master of a ratton shop applied for a modification of the requirements of section 180 of the Public Health and Buildings Ordinance, 1903, in respect of Nos 124 and 140 Second Street.

The VICE-PRESIDENT pointed out that tanks which were necessary in this business, were retained in the yards of the houses in question.

Mr. HOOPER—What is the objection to their being in the yard?

The MEDICAL OFFICER OF HEALTH—As a matter of fact the whole yard is converted into a tank which is used for washing rattans.

Mr. HOOPER—You get external air?

The MEDICAL OFFICER OF HEALTH—Yes, but not the other purposes of a yard.

Mr. LAU CHU-PAK—They don't cook their food in the house do they?

The MEDICAL OFFICER OF HEALTH—Probably in the kitchen.

Mr. HOOPER—Are you afraid that refuse might be thrown into this tank?

The MEDICAL OFFICER OF HEALTH—No. That doesn't trouble me in the least.

Mr. HOOPER—It would be very insanitary.

Hon. Mr. HEWETT—How does the stuff drain off?

The MEDICAL OFFICER OF HEALTH—There is a pipe which is pulled out occasionally to let the water out.

Hon. Mr. HEWETT—Then the place might be a breeding pool for mosquitoes?

Mr. LAU CHU-PAK—No, the water is not kept there long enough.

The MEDICAL OFFICER OF HEALTH—My point is that it comes to be a yard.

Hon. Mr. HEWETT—For sanitary purposes wouldn't it be better to have the water in the yard than in a dark corner inside the building?

The MEDICAL OFFICER OF HEALTH—Yes.

Hon. Mr. HEWETT—If you say the tanks ought not to be there at all, then the business must be transferred elsewhere.

The MEDICAL OFFICER OF HEALTH—Most tanks are in an open area, but generally there is a place for the purpose.

Hon. Mr. HEWETT—Do you mean to say that from a sanitary point of view the building is unsuitable for that particular trade?

The MEDICAL OFFICER OF HEALTH—I don't think I'd go so far as to say that.

Hon. Mr. HEWETT—That being so, and seeing that they must have a big tank to put rattans in, I move, if the carrying on of that particular trade in the house in question is not insanitary, that the tank be allowed to stay where it is.

Mr. HOOPER seconded and the motion was agreed to.

A MODIFICATION WANTED.

Application was made for a modification of the requirements of clause 11 of schedule G. of the Public Health and Buildings Ordinance, 1903, in respect of No. 269 Des Vaux Road Central.

The VICE-PRESIDENT explained that the application was for a modification of the requirements of the regulations with regard to the erection of verandahs.

Mr. HOOPER asked if the building would be insanitary in law if it were, as it is, on private property, or was it only insanitary because it was on Crown land?

The CAPTAIN SUPERINTENDENT OF POLICE—From a building point of view it is an encroachment on Crown land.

The VICE-PRESIDENT—In my opinion the building is inadequately provided with open

space. The Medical Officer of Health is more qualified to give an opinion regarding the building from a sanitary point of view.

The MEDICAL OFFICER OF HEALTH—Whether on Crown land or not the Board has power to require section 175(b) to be enforced. I have no objection to the erection of a balcony, but before it is put up the building should be made according to the requirements of the Ordinance.

The VICE-PRESIDENT moved that the application be refused.

Hon. Mr. HEWETT—Here two points are involved which we ought not to lose sight of. Mr. Hooper was quite right in raising the sanitary question, but there are also the rights of the Crown to prevent people encroaching on Crown land. I think the application should be refused, and will second the motion.

QUAINT CHINESE PETITION.

The following application for a piece of ground adjacent to the Man Chow Cemetery to be used as a grave space, came before the Board—"The petition of Pan Hang-long, agent of Man Chow Club, No. 54 Connaught Road Central, first floor, applying for a small grave space at the Man Chow public cemetery in Mount Davis, sheweth:—That about twenty odd years ago owing the Government erected a fort at Mount Davis and your petitioner found number of remains of some unknown persons were lying somewhere near the fort, so your petitioner at once sent in a petition to the Government for a piece of ground named Man Chow which was afterwards granted to your petitioner to re-enter these remains there. Since the place was granted your petitioner named it as the Man Chow Public Cemetery and worshipped these remains every year in accordance with the Chinese custom. That owing to present your petitioner wishes to apply for a grave space somewhere near the Man Chow Public Cemetery at Mount Davis and prays that his request may be granted for which he is in duty bound to ever pray."

The MEDICAL OFFICER OF HEALTH intimated—I think the application should go to the Government. The applicant was apparently allowed some years ago to re-inter some bones on the site indicated, but this is a different matter altogether to forming a new grave there now.

Mr. HOOPER—I don't like these informal cemeteries which apparently are not under Government control. Better discuss it.

Hon. Mr. HEWETT—This application should certainly be refused.

The REGISTRAR GENERAL—There is no sufficient reason to grant this. To do so would lead to similar applications from other members of the club.

The application was refused.

EXTENSION OF TIME WANTED.

Kwan Hing, gold and silversmith of Wellington Street, applied for an extension of six months to comply with section 45 of the Public Health and Buildings Ordinance, 1903, in respect of 31 Wellington Street.

The MEDICAL OFFICER OF HEALTH intimated—I do not think the application is a reasonable one. The basement kitchen is quite unfit to use for the preparation of food. There is very little probability of smoke entering the shop from the kitchen on the ground floor, but if it does the man could probably get the food for his foks cooked outside. I think an extension of one month might be allowed.

Mr. LAU CHU-PAK—I think this application should be granted so as to enable the applicant to find another suitable place.

Mr. FUNG WAI-CHUN—I think the Board should grant the extension called for.

Extension of time for six months was allowed.

MORTALITY STATISTICS.

For the week ended March 2nd the mortality statistics of the whole Colony at a death rate per 1,000 per annum show a percentage of 18.6 as against 14.1 for the corresponding week of last year.

LIMEWASHING.
The limewashing return for the fortnight ended February 26th shows that 4,354 houses were limewashed in the Eastern, 1,833 in the Central and 1,908 in the Western district.

RAT RETURN.
For the week ended March 16th 600 rats were caught in the Colony, and only one of this number was found to be infected.

FOOD INSPECTION.
The MEDICAL OFFICER OF HEALTH intimated:—Aut only under section 83 of the Public Health and Buildings Ordinance to enter premises for the purpose of inspecting and examining food found therein has not been given to me under the present Ordinance (1 of 1903), and I recommend that the Board be asked to give me that authority in writing.

The necessary authority was given.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farwell Cup and May Cup were held at Happy Valley from the 16th to 18th March. The following cards were handed in:—

ROBERTSON FARWELL CUP.
+ Mr. W. C. D. Turner ... 83 - 11 = 72
Mr. L. Evans ... 91 - 14 = 77
Mr. J. E. Boyes ... 95 - 15 = 80
Mr. R. O. Hutchinson ... 83 - 8 = 83
Mr. J. Clark ... 83 + 1 = 84
Mr. A. Gilling ... 84 - 8 = 84

(27 entries).
MAY CUP.
+ Mr. A. Morley ... 102 - 20 = 82
Mr. C. F. Dixon ... 104 - 17 = 87

(7 entries).
POOL.
+ Mr. L. Evans ... 91 - 16 = 75
Mr. J. E. Boyes ... 95 - 17 = 78
Mr. R. O. Hutchinson ... 83 - 2 = 81
Mr. J. Clark ... 83 - 1 = 82

(32 entries).
+ Winner of Robertson Farwell Cup.
+ Winner of May Cup.
+ Winner of Pool.

VOLUNTEER RESERVE ASSOCIATION.

ANNUAL MEETING.

The annual meeting of the members of the Hongkong Volunteer Reserve Association was held yesterday at the City Hall. H.E. the Governor presided over a good attendance, and was supported by Sir Henry Berkeley, K.C. and Mr. Wakeman, hon. secretary.

Sir Henry said he was glad to see such a good attendance at that meeting. It was now no longer necessary for him as he did on the last occasion to preach the doctrine of learning to shoot because the words then uttered had fallen on fertile ground and the young men and the manhood of the Colony generally had responded almost universally to the appeal then made. The crusade which was started in England before that Association was formed was still being pursued with vigour by that great soldier Lord Roberts, and as they were all probably aware, most towns in the United Kingdom had now miniature rifle ranges for the purpose of affording practice in shooting. Most of them had noticed that the Queen had given a cup worth 100 guineas to be competed for on miniature rifle ranges, and what Her Majesty had done His Excellency had done to encourage shooting in Hongkong. It would be pleasant for His Excellency to know that the cup—which was worthy of acceptance—had been won with a score which was worthy of the occasion (applause). Proceeding to give a résumé of the work of the Association during the past year, Sir Henry said that on 1st January, 1906 the strength of the Association was 213 and he had great pleasure in stating that on 1st January, 1907, the strength was 251—(applause)—an increase of 38. It was satisfactory to note that the membership had not stood at 251. It was more than that now. What was more satisfactory than mere numbers was the record of shooting, which showed an all round improvement. This was especially so in the competition for the Governor's Cup. His Excellency would be glad to learn that the first three competitors had learned to shoot since they joined the Association. (applause). The score of the winner was 355 out of a possible 420, equal to 44 points out of every possible five (applause). Further good had resulted from the shooting for that Cup given by His Excellency. That was the extreme competition of the members, there being no fewer than 1470 entries for the competition. Not only was the competition keen but it was close, this being shown by the fact that there were only eight points between the first five men (applause). That was as good as could be hoped for. During the time the cup was being shot for there was a keen competition all along, and it was not held in any one month by a competitor with a score less than 70 (applause). What was most interesting was the fact that in November 1906 Mr. Ridgeon won the cup from scratch (applause). He fired 16 shots, including two eighters and made 16 bulls (applause). The speaker expressed the hope that the cup would be as keenly competed for in 1907 as the cup about to be presented. In addition to that handsome cup before them, His Excellency would give another for the current year, while Sir Paul Chater would give another to the second shot in the competition for the Governor's Cup. Cups had also been promised by Mr. Orange, Mr. H. P. White, and Mr. Medhurst (applause), the conditions to which would be arranged by the committee. During the year Mr. Denison had given a cup which was won by Mr. J. C. Gow, a very steady shot. Sir Henry then referred to the success of the members of the Association at the meeting of the China United Service Rifle Association, and alluded to the opening of the new range at the Peak, which he regretted had not a greater range than 500 yards. He advised members not to neglect the opportunities for shooting at the distances afforded by the new range, and mentioned that the Tramway Company had intimated to him that they were prepared to enter into an arrangement whereby members going to shoot would be granted tickets at 30 cents return instead of 50 (applause). The suggestion made by His Excellency as to shooting at vanishing targets had been carried out, and he was glad to say that good shooting had been done during the year at vanishing targets. Competition for a prize generously given by the China Mail had taken place, and though none of the members had ever shot at such a target before, the contest was keen, three men being for the first place. Concluding, he trusted that the members would continue to do good work in the future as in the past year and added that the regular attendances and the success of the Association were largely due to the zeal of their secretary, Mr. Wakeman (applause) who had shown himself a worthy successor of Mr. Trenchard Davis. The Association had been fortunate in having two such men at its command during the first two years of its existence. Mr. Wakeman, who was leaving the Colony, wished to resign, and he was sure they all joined with him in thanking Mr. Wakeman for the work he had done.

The report and balance sheet were afterwards adopted.

Hon. Mr. HEWITT proposed that the Hon. Mr. F. U. May and Messrs. L. C. Bird, W. H. Trenchard Davis, J. C. Gow, A. Mackenzie, F. Millard, F. Orniston and A. W. J. Watt be appointed to the committee for the ensuing year.

Mr. SAUNDERS seconded the motion and was carried unanimously.

Mr. GOMPERTZ proposed the re-election of Sir Henry Berkeley as chairman for the ensuing year.

Mr. J. C. PATER seconded. Carried nem. con. Sir Henry Berkeley stated that Mr. Wakeman was resigning the secretaryship as

he was shortly leaving for home. He proposed to members that they should elect as a successor Mr. E. S. Carruthers of the Royal Engineers. They had been extremely fortunate in getting him to consent to act in case he was elected. He was a capable organizer and took a keen interest in the work. Members agreed that Mr. Carruthers should be elected hon. secretary and treasurer for the ensuing twelve months.

His Excellency then presented Mr. A. J. Watt with the Governor's Cup and Mr. J. C. Gow with the China Mail Cup, after which he said: Sir Henry Berkeley and gentlemen—It has been a source of much gratification to me to hear from Sir Henry's speech of the progress made by this Association. There was one point which was not quite clear to me in Sir Henry's speech, and possibly he will take an opportunity of explaining it; the statement that the membership of the Association on December 31st consisted of 251 members, but in subsequent remarks he stated that all these members were not effective. I think it would be of interest to us to know how many were non-effective—that is to say, how many members of this shooting Association don't shoot. Possibly it may be well on some other occasion to show in detail. Though it is of great importance that a man should be a marksman, it is even of greater importance that a large number of men should be able to shoot reasonably well, and this report is a little bit deficient in information as to the tall end of the list. When I approached the Secretary of State on the subject of the Volunteers and the Volunteer Reserve last year, that is to say when I forwarded the report of the year ending March 31st, 1906, I stated that "the Hongkong Volunteer Reserve Association continues to make most satisfactory progress, the membership having increased from 70 to a total of 230 during the year under review. Of these the 80 most efficient members put in on the average 1635 attendances at the ranges and made an average score of 47 out of a possible 70 for each 14 shots. The remaining 150 put in on the average 5.87 for attendances, and made an average score of 30 under similar conditions." I read you that to show you what strikes me as being important figures in connection with an Association such as the one I am now addressing. We want to have a high average; that is even more important than that a few men should be crack shots. As I read that extract I ventured to mention a remark made on the report it contained. This report deals with the Volunteers and the Volunteer Reserve, and was sent by the Secretary of State to the Colonial Defence Committee for their consideration. They made observations on certain details, then added the general remark: "Great credit is due to the British civil population for their liberal personal support of the various forces" (applause). The remark of the Colonial Defence Committee was sent to the Army Council, which body concurred. Two small points referred to in Sir Henry Berkeley's speech require a little elucidation for me. I certainly adhere to the remark I made last year about the necessity of shooting at longer ranges than 500 yards. Sir Henry says it is not practicable to have a range of 600 yards at the Peak, but it has since been reported to be practicable. I said I would wait before sanctioning the considerable expenditure which would be involved in its construction, however, until it was proved that ample use was made of the Peak range. That is how the matter stands now, and no doubt Sir Henry will be able to let me know if that condition has been fulfilled. I am glad that my father suggestion that there should be some shooting at vanishing targets has also been carried out, and that encouragement has been given to this particularly desirable form of practice by the generosity of the China Mail newspaper (applause). With these few remarks I will ask you to give a cordial vote of the new to the president of the Association—Sir Henry Berkeley—to whom so much of its success is due.

The vote was carried by acclamation and followed by loud applause.

Sir HENRY BERKELEY then returned thanks, and afterwards stated with respect to the query regarding the members quoted that it was quite true there were 251 members, and that not all were effective. But very nearly all were. The 251 were composed of a few who never could and never would be effective. These non-effective men who came forward originally came forward to set an example to the younger men of the Colony (applause). With reference to the Peak range, he was glad to hear the matter stood as it did. He was sure members of the Association would also be glad, because he and members of the committee were under the impression that it would be dangerous for persons passing along the road to have the long range where suggested.

Mr. R. SHEWAN stated that as one of the non-effective members to whom Sir Henry Berkeley referred, and as one who never could be effective but tried to do his duty in a humble way in other respects, he had much pleasure in proposing a vote of thanks to His Excellency for attending. Some Governors were a deal too high to mix with mortals like us, but our Governor never worried of assisting some institution like this, for he had the welfare of the community at heart. A great deal of the Association's success was due to Sir Matthew Nathan, who was a friend in need and a tower of strength to it. He was a very busy and hard-worked man as all knew, and for that reason they should show their appreciation for his kindness to the Association. Some cynic described patriotism as the last refuge of the scoundrel, but neither His Excellency nor these present would believe in this description. The speaker then called for a hearty vote of thanks for the Governor, which was accorded, and terminated the meeting.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Kulangan (Amoy) Municipal Council, held at the Board Room, on the 26th February 1907.

Present:—Messrs. W. H. Wallace (Vice-chairman), C. A. V. Bowra, A. F. Gardiner, W. Kraus, the Health Officer and the Secretary.

1. The minutes of the last meeting were read and confirmed.

2. A letter was read from the Senior Consul forwarding an extract from a despatch from the Doyen of the Diplomatic Corps at Peking referring to the interpretation of Clause 4 of the Land Regulations for the Settlement of Kulangan. The Diplomatic Corps does not uphold the decision of the Consular Body at this port concerning the qualification of voters under Clause 4 of the Land Regulations which was communicated to the Municipal Council in Mr. Uyeno's letter of the 23rd February 1906.

The Secretary is instructed to publish the Diplomatic Corps decision in the "Amoy Gazette" and also to send round as "Express." 3. A letter was read from Fook Tai Cheong, a compendior and storekeeper of Kulangan, requesting permission to buy meat from the Amoy side when no meat is to be obtained in the Settlement.

The Secretary is instructed to inform him that the Council has no reason for altering the Regulations forbidding the sale of meat on the Island of Kulangan which has not been slaughtered in the Municipal Slaughter house and bearing the municipal "clap," at the same time pointing out that the Council realizes that at times there may be a shortage in the supply of boats for killing, but that compendior and meat sellers can easily overcome this difficulty by combining together and importing sufficient cattle into this Settlement for slaughter at the Municipal Slaughter house, to meet the requirements of their customers. The Council are prepared to receive and consider at any time, suggestions for the improvement in the supply of cattle for slaughtering on the island, so as to prevent any inconvenience to traders and their customers.

(Signed) FRED B. MARSHALL, Chairman.

By order, C. BERKELEY MITCHELL, Secretary.

THE PINE-APPLE TRUST.

From the Straits Times of March 9th:—A proposal to corner the pine-apple industry of the Straits Settlements was discussed in Singapore to-day.

The far-reaching effect of such a combine, not only in Singapore and the immediate neighbourhood, where the growing and canning of the fruit forms one of the principal industries, cannot be underestimated. Employment is given to thousands of hands, and although the effect of a trust may not prove detrimental to the principal export firms of the Colony, it is at some certain of being affected.

At present the subject is being discussed in private, and so closely has the matter been guarded that very little has leaked out to the public. From inquiries made by a representative of the Straits Times sufficient was gleaned to form an idea of what some of the principal export firms of the Colony have suggested to the leading pine-apple merchants of Singapore.

We understand, on very good authority, that at noon to-day a meeting was held at the offices of Messrs. John Travers and Son for the purpose of discussing the proposal. An application by one of our representatives to attend the meeting was not entertained as the business was said to be of a purely private character. But having regard to the far-reaching effect of the proposals and the importance of the question to the revenue of the Colony, further inquiries were instituted with the result that additional facts were gleaned. There were, of course, no means of corroborating the statements regarding the proposals but as the information obtained in inquiries usually well informed on all questions relating to the pine-apple industry they can be accepted as material facts.

It is understood that orders will be received from home as usual, and instead of fulfilling these immediately it is the intention of the firms composing the combine to meet daily and decide whether to sell at prices fixed by the foreign importer. Should it be considered that the rates are too low and higher offers might follow at a subsequent date, the intending purchaser will be acquainted with the fact and the fruit kept on hand. Meanwhile, should there be no signs of a higher market, the combine will then take the fruit on offer from the merchants and advance to them "eighty per cent of the market value."

Should the proposal meet with the desired success, it is the intention of the combine to proceed on these lines for three years, at the end of which time the question will again be discussed.

In the course of conversation with a gentleman well-versed in the pine-apple industry of the Colony, our representative raised the question of the possibility of such a trust succeeding. To his mind success cannot be assured, as apart from the fact that quite a number of dealers have refused to enter, owing to engagements with other exporting firms, the demand in the United Kingdom, which imports the largest quantity of the fruit, is far in excess of the supply. At the time of going to press we had been unable to gather whether the movement will proceed further as the result of the meeting.

Meanwhile, it is of interest to note that there are more than fifteen pine-apple factories in Singapore being worked by steam power, and that the fruit exported numbers something like 550,000 cases each year, of the total value of nearly \$3,000,000. The United Kingdom takes about 250,000 cases, of the value of \$1,500,000, the United States 60,000 cases valued at \$300,000, and Sweden, Tringran, Turkey in Asia, Turkey in Europe, and a number of British possessions the remainder.

[Our telegrams have shown how a tortoise the scheme was.—ED.]

The average man is still jealous of his helpmeet and partner. His ideal at heart is still the farmyard cock, strutting about with all his wretchedness around him. He is willing to find them nice little bits, but they present a wall before him in their fatness. The ordinary man would still much rather glorify women and set them on a neck throne, whence he can debase them at will, than have to acknowledge them a real title to regard.

FUNNELS AND FLAGS.

A SWALLOW BUOY ADRIFT.

By advertisement on page 4 the Harbour Master at Swatow informs mariners that the Dove Hook Whistling Buoy broke adrift from its moorings during a gale on the 15th inst.

A. F. GARDINER, a. p. The British India steamer Zibengha, the Comandant Coast boat, went ashore on February 25th, in the Rangoon River below the Hastings bar. She had 550 passengers on board, and they were taken off in lighters. The vessel was expected to be refloated in the course of a week. The Zibengha is an old steamer built in 1883, by Messrs. J. Elder & Co. for the B. I. S. N. Company.

THE WRECK OF THE "LARCHMONT."

One of the saddest things in the mail papers is the account of the wreck of the steamer Larchmont on the New England coast, U. S., after a collision with a coal laden barge. A moderate estimate places the dead at 150. The nineteen survivors are in a precarious condition. They are all severely frost-bitten as the result of their terrible experiences in the open boats with the temperature at zero. The spray continually dashed over the little raft, freezing as it fell, and in almost every case the survivors, when lifted from the boats, were unable to use their limbs, their legs and arms hanging helplessly. Captain Gray of the Joy liner Kentucky, which rushed to the scene of the disaster, reported that there was about five feet of water in the state-rooms on the Larchmont's hurricane deck, and that the seas were breaking over her. When returning to Block Island, Captain Gray remarked huge cakes of ice on the beach and on drawing near he found that a number of bodies were encased in them. "It was," he says, "the most horrible sight I ever saw. There were thirty bodies strewn the beach, all of them encased in ice." In the bottoms of some of the boats he found twelve bodies, including those of several women who had been frozen to death while drifting. Captain Gray was unable to ascertain the names of the survivors owing to their precarious condition, and he mentions that the bodies will be left in the ice until they are landed over to the undertakers. Nearly all the surviving passengers agree in saying that both the crew and the officers of the Larchmont behaved well, and that Captain McVey, as soon as he realised the scope of the disaster, took prompt measures to save the passengers, giving preference to the women and children. The mob of panic-stricken passengers was, however, almost uncontrollable. Men and women fought each other on the deck for places in the boats and on the rafts. Many never reached the deck at all, but were suffocated below in their quarters or drowned between decks by the rushing waters. Within an hour after the collision the boats got away from the ship's side, just as the vessel settled low in the water, with the waves crashing over her. The bitter cold and the high seas completed the work of destruction, and the little bands which got away were decimated by the same means.

THE WRECK OF THE "DAKOTA."

An interesting telegram from the special correspondent sent by the *Mainichi* to Shirahama, is translated by the *Kobe Herald* as follows:

I went out to see the *Dakota* in a lighter this (Tuesday) morning. The sea was very high, and I got wet to the skin, but after great difficulty my boatman succeeded in reaching the steamer. She presented a lamentable spectacle. Only about forty per cent of her hull showed above the surface of the sea, and she lay heavily list to one side. Her crew was high in the sky. Great waves were beating against the vessel's huge frame churning the water into foam all around her. I hesitated to go alongside, but I eventually got close to the starboard side and was able to climb on board with the aid of a rope which was hanging from the deck. The condition of the interior of the vessel showed great havoc had been the havoc with which the passengers had been compelled to leave. The cabins and other parts of the vessel were all littered with scattered articles of toilet, pieces of clothing, and provisions. The boats were still on the davits. Apparently there had been no time to lower them. Water was rushing in through the vessel's bow and the lower part of the hull was submerged. As to the circumstances of the disaster, my spokesman, who was on shore at the time, informed me that when, in the latter part of Sunday afternoon, a great vessel was seen approaching the coast, the people crowded down to the beach to ascertain if anything was wrong, this being the first time that such a large vessel had been seen close to the coast. Presently a loud crash, like the report of a cannon, was heard, and in a few minutes the vessel's decks were seen to be crowded with people, while cries of distress from the women on board were heard. Realizing that a disaster had occurred, the villagers at once dispatched to the vessel all the available boats and lighters, and rescued those on board. The coast in this locality is very dangerous, and big waves, such as the *Dakota* lay, keep about three miles off the point. The fact that the *Dakota* ventured so near is therefore regarded as very strange. The Captain and other members of the crew landed on Monday night. The Captain is in a condition of great mental distress and refuses to speak any statement at present. He is at present at the village of Shirahama, west of the passengers being accommodated at the schools and in the houses of the peasantry. Their presence here caused a great scarcity of provisions. The price of an egg has jumped to 25 sen, and rice has also become expensive. Some of the lady passengers are much distressed, but they are very grateful to the villagers, who are doing all that is possible to make them comfortable. The passengers are now being transferred to various other places.

The following additional points extracted from the report of the *Asahi* correspondent:—"Her engine room filled in two minutes." The forecast of the vessel sank so rapidly that even the two hundred men on board, who were doing all that was possible to save the ship, were picked up on the following day. Among the passengers are Captain Harris and Captain Thomas, believed to be naval officers, three German officers who have come here to study the Japanese Army system, and their wives, and Mr. Kondo Shizuo, Captain Harris on his way to the Philippines. According to Sherman here, the cause of the disaster is called "Crignage" (Demon's passage). In the centre of it is a sunken shoal known as Osanayama, which is divided into two parts. The *Dakota* struck against the higher of these. Owing to the nature of the place, it will be very difficult to refloat her. I am informed that the shoal is clearly marked by the lights and is very well known to navigators. With regard to the damage sustained by the *Dakota*, it is said that the triple-bottom has been broken through, the keel being heavily injured.

Three of the passengers of *Dakota* arrived in Yokohama on Monday night from Shirahama, and two of them, Mrs. Deming, daughter of Mr. F. W. Deming, were interviewed by a representative of the *Japan Herald*. From their statements it appears that the vessel

PHOTO ALBUMS!

PHOTO ALBUMS!!

PHOTO ALBUMS!!!

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

[35]

THE CHAMPAGNE

OF THE TWENTIETH CENTURY

MOËT AND CHANDON

"DRY IMPERIAL."

PER CASE 12 BOTTLES

Do. 24 Do.

\$57.00

60.00

SOLE AGENTS

H. PRICE & CO.

TELEPHONE NO. 135.

361

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

struck the rocks about five o'clock on Sunday afternoon. The weather was clear, with scarcely a breeze to disturb the water. The *Dakota* passed the Iunby Lightship about twelve o'clock noon, and signals were exchanged between the vessel and the lightship. Between half-past four and five o'clock many of the passengers on deck were watching the sun setting in the western sky; it was, in fact, one of the most calm and peaceful evenings one could wish to experience at sea. About five o'clock those on board heard a grinding sound as the *Dakota* passed over the rock. The passengers did not realise what had happened until the vessel came to a dead stop. The vessel listed, and at once began to settle. Signals were flown to the lightship at Nonima and to the shore, and in a short time a number of sampans were alongside the vessel. Into these, as well as to the ship's life-boats, the passengers were transferred, the work being carried out quietly and without any mishap. Several of the passengers took their handbags, but no heavy baggage was landed at the time. By half-past five o'clock—in broad daylight the whole of the passengers had been taken off. Some were landed at the Nonima light-house and accommodated at the inn, while others went ashore and were provided for at inns and private residences at the village of Shirahama. The ladies speak in terms of praise of the assistance rendered and kindness shown them by the villagers.

SINGAPORE STEAMER ARRIVE IN GULF OF SUZ.

The steamer *Candlish* from Barry Docks for Singapore is ashore in the Gulf of Suez (Feb. 13). Her forward part is full of water. Assistance has been sent. The Captain of the steamer *Wessels*, which arrived from Ham burg, reports that she spoke to the British steamer Q. N. W. L. (in Colombo on February 25) (Candlish) stranded in the Gulf of Suez, 25 miles North-West of Aden, just North of Zerti hill, which signalled "bow compartment full of water, please send help."

The *Wessels* has reported the same to a blue funnel steamer going northward.

The *Candlish* is a British steamer of 3,799 tons gross and 2,466 tons net, Captain J. C. Niblett, owned by Benoit & Co. She was built in 1899 by Furness, Withy & Co. Ltd., of West Hartlepool and was registered at Grimsby. Her dimensions are:—length 340 ft; breadth 47 ft. 1 in. and depth 19 ft. 9 in.

LATEST RE "DAKOTA."

The *Japan Chronicle* received yesterday says:—Mr. Miller, the U.S. Consul-General at Yokohama, on behalf of the U.S. Government, addressed a letter of thanks to the Governor of Chiba, on Monday, for the splendid assistance rendered to the passengers and crew of the *Dakota* by the fishermen of Shirahama, both in rescuing the passengers and their effects from the ship, and in assisting the passengers and crew during their stay in the village. Mr. Miller enclosed a cheque for ¥300 for the fishermen.

Some of the *Dakota*'s passengers left Yokohama on Saturday, and the remainder were by leave yesterday by the *Siberia* for Shanghai and Hongkong; their hotel expenses up to that date being borne by the Great Northern Steamship Company.

Captain Francke is still at Shirahama, with several of the officers. On inquiry at the U. S. Consulate-General at Yokohama on Monday, the *Japan Herald* was informed that nothing has been decided in regard to any inquiry. The Chinese crew were shipped to Hongkong yesterday, and the white crew left for the States on Monday on the *Trenant*.

According to the *Asahi*, about 5,000 bales of American raw cotton went down with the *Dakota*. Of this quantity, 2,500 bales were consigned to the Mitsui Bussan Kaisha, about 1,000 bales to Mr. Hibiya, a leading cotton-merchant of Tokyo, and about 1,500 or 1,600 to Messrs. C. Morita & Co. and other firms. All this cotton was shipped under contract with spinning companies and raw cotton merchants, and the contract price is much cheaper than the present market quotations. The Mitsui Bussan and other consignees insured the cotton for sums varying from 5 to 10 per cent, above purchase price, in accordance with custom. Speaking strictly from a legal point of view, says the *Asahi*, the consignees are entitled to demand the cancellation of the contracts, on the ground they have been incapacitated from delivering the goods or executing the contract by the *Dakota*, but it is considered of the advantage to their buyers, the spinning firms, to offer to pay the matter by paying them the premium of the insurance. Some of the buyers, however, are opposed to this arrangement. They maintain that when the raw cotton market declined in such a case as the present, the Mitsui Bussan Kaisha completely ignored the interests of buyers, and delivered raw cotton of the same quality, while the company sold in stock. The buyers had no option but to submit to the action of the Mitsui Bussan. In the present case, when the raw cotton market has gone up very high, the Mitsui Bussan should, strictly speaking, deliver the cotton from their stock, according to the company's usage in the past. It is selfish, these objectors contend, of the company to attempt to settle the matter merely by paying the insurance premium instead of delivering the goods, as before, acting under the protection of law. Buyers are fully entitled to the insurance premium, and in receiving it they are in no way under any obligation to the Mitsui Bussan.

THE ROBINSON PIANO

CO. LTD.

TALKING MACHINES

AND RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

MUSIC:

LATEST COMIC OPERA SCORES

AND DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906. [37]

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Princess Alice* which left here on Thursday, the 14th March, arrived at Singapore on Monday, the 18th March, at noon.

The C.P.R. str. *Empress of Japan* arrived Nagasaki at 3.30 p.m. on Monday, 18th March, and left again at 10 p.m. same day for Kobe where she was due at 10 p.m. yesterday (Tuesday), 19th March.

The str. *Louther Castle* sailed from Foochow at 2 o'clock on Tuesday, 19th March, and may be expected here to-morrow.

The N.Y.K. str. *Aki Maru* (American Line), left Kobe via Moji and Shanghai on the 18th March, and is due here on the 24th March.

The str. *Empire* from Sydney, A.S., left Port Darwin on Tuesday, 19th March, for Manila and this port.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji and Shanghai on the 18th March, and is expected here on the 26th March.

The I.G.M. str. *Prinz Ludwig* left Kobe via Nagasaki and Shanghai on Sunday, 17th March, p.m., and may be expected here on or about 27th March.

THE NEW SANNING RAILWAY.

The Hongkong correspondent of the N.C. Daily News says:—This new line has been on the carpet for some time. Two men have been for years specially interested in the scheme, and there seems to be now a reasonable hope, that one of them, if not both, will see the work through before he goes and leave the fruition of his ponderings to others. The line is quite an inland one. It covers about fifty miles. The important and very dirty city of Sanning is the interior terminus, and at the other, on the main river, from which there is an easy communication to Kiangsoo, Macao, Canton and Hongkong, a new town is to be built. This new town is to be laid out after the model of American towns and will indeed be an innovation and an object lesson to the Chinese here who have never travelled. Already the bed of the line has been laid, but the bridges have yet to be built. The engines and other material have been purchased from America. Those who have charge of the line are Chinese, and as far as we know, they have never had any technical training in any college or school, but have gained vast knowledge by posing from practical railway building in the United States. About \$3,000,000 will be necessary for the construction of the line, and of this, two-thirds have been subscribed in America, and the other third has been found elsewhere—though not all in the province. Indeed the whole of the enterprise is the direct fruit of travel among the Chinese, and of their successful trading instincts, which, as everybody knows, they inherit to a large degree. The enterprise will bring Hongkong nearer to the great central population of a rich plain, which is covered with market towns and large villages and is one of the most fruitful districts in the whole of China. Steamers already run regularly to Kiangsoo, where there is a large Customs station, and this new line will itself be connected with the station at no distant date. The line will be finished by the end of the year.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business letters to the Editor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

CALICO FANCY DRESS BALL.

WEDNESDAY, THE 27th APRIL, 1907.

IT IS HEREBY NOTIFIED for the information of Subscribers and Guests, that the FANCY DRESS is optional for Guests. Subscribers must attend in FANCY COTTON or COTTON FABRICS only. All names of Guests to be forwarded not later than April 1st, to the Secretary.

J. J. BLAKE, Secretary.

Hongkong, 19th March, 1907. 605

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Company's Notice of the 20th January, according to which the Rate of Collection for Telegram Charges was fixed at Dollars \$0.25, equal to Pice 1.00 for the quarter ending 31st March, 1907. Senders of Telegrams are hereby advised that the said rate will remain unaltered subject to revision after three months dating from 1st April, 1907.

OLAF NIELSEN, Superintendent.

Hongkong, 20th March, 1907. 606

WATKINS LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Company's Office, Watkins Building, 31, Queen's Road Central, on Saturday the 20th March, 1907, at Noon for the purpose of receiving the Report of the General Managers with a Statement of Accounts for 31st December, 1906.

TRANSFER BOOKS of the Company will be CLOSED from 23rd to the 30th March, both days inclusive.

G. A. WATKINS, General Manager, Hongkong, 19th March, 1907. 607

THE CHINA TRADING INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FIRST ORDINARY MEETING of Shareholders in the above Company will be held at the Head Office, No. 2, QUEEN'S BUILDINGS, HONGKONG, on SATURDAY, the 15th April, 1907, at 12.30 P.M. for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1906, and of declaring Dividends.

TRANSFER BOOKS of the Company will be CLOSED from the 29th March, to the 13th April, both days inclusive.

By Order of the Board of Directors, W. J. SAUNDERS, Acting Secretary.

Hongkong, 20th March, 1907. 608

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 32.

DOVE ROCK BUOY ADVERT.

NOTICE IS HEREBY GIVEN that the DOVE ROCK WHISTLING BUOY broke adrift from its moorings during the gale of the 15th instant.

The Buoy will be replaced as soon as practicable.

A. HOLZ, Harbour Master.

Approved: E. A. CURRIE, Acting Deputy Commissioner of Customs in charge.

Custom House, Swatow, 15th March, 1907. 609

TO LET.

NO. 21, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godown. Apply on the Premises.

Hongkong, 20th March, 1907. 610

PUBLIC AUCTION.

THE Undersigned have received instructions from H. F. CARMICHAEL, Esq., to Sell by Public Auction,

On MONDAY, the 25th March, 1907, at 2.30 P.M., with his Residence, No. 10, Mountain View, the Peak.

THE WHOLE of a

VALUABLE HOUSEHOLD FURNITURE,

THEIRIN CONTAINED, comprising—

TAPESTRY COVRED DRAWING ROOM SUIT, TEAKWOOD SIDEBOARD AND DINING WAGON WITH GLASS, TEAKWOOD EXTENSION DRYING TABLE, BOOKCASE, VIENNA CHAIRS, GLASS AND CROCKERY WARE, PICTURES, CANPE'S RUGS, TEAKWOOD CHIT-OF-DRAWERS AND WARDROBES, DOUBLE IRON BEDSTEADS WITH WIRE AND HAIR MATTRESSES, MARBLE TOP WASHSTANDS, TEAKWOOD DRESSING TABLE WITH GLASS, &c., &c., &c.

Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th March, 1907. 611

INDO-CHINA STRAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "NAM-SANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on-board after 4 P.M., the 21st inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th March, 1907. 18.

NOTICES OF FIRMS

NOTICE.
M. HERBERT RICHARD BUDD
HANGCOCK & Co. This Day authorised to SIGN the name of our Firm.
SHEWAN, TOMES & Co.
Hongkong, 15th February, 1907. 400

HOWARD & CO.

NOTICE.
THE PARTNERSHIP hitherto existing between the Undersigned HERBERT STEPHENS, PAUL TREGILLUS and LOUIS VINCENT as Merchants and Foreign Representatives at 50, Queen's Road Central, Victoria Hongkong under the style of "HOWARD & CO." has been This Day Dissolved by mutual consent so far as the undersigned LOUIS VINCENT is concerned and all interest and responsibility of the said LOUIS VINCENT in the said business ceases from and including the 15th March instant.

The business will in future be carried on by the undersigned HERBERT STEPHENS and PAUL TREGILLUS.

All Debts will be paid and all Accounts collected by the said HERBERT STEPHENS and PAUL TREGILLUS.

Dated this 15th day of March, 1907.

HERBERT STEPHENS, PAUL TREGILLUS, LOUIS VINCENT.

598

INTIMATIONS

HONGKONG CLUB.

NOTICE.
THE ELEVENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB, Payable on SATURDAY, the 30th March 1907, will be held at the Hongkong Club House, at 11 o'clock A.M. TO-DAY (WEDNESDAY), 20th March, 1907. Borears of Debentures are invited to attend the Drawing.

By Order, C. H. GRACE, Secretary.

Hongkong, 13th March, 1907. 573

GOVERNMENT NOTIFICATION.

THE GOVERNMENT of the FEDERATED Malay States are prepared to receive Offers for the purchase of the Steam Yacht "MERAN" Length 125 ft. 6 inches. Beam 18 ft. 6 inches. Depth 11 ft. 6 inches. Compound Engine capable of driving the Vessel 10 knots per hour.

Fitted with Electric Lights throughout. Built in 1889 by the Hongkong and Whampoa Dock Co.

For further information or particulars apply to the INSPECTOR of Marine Surveys, S.S. Singapore, or the HARBOUR MASTER, Port Swettenham.

Sailed Offers to be sent to the FEDERAL SECRETARY, Kuala Lumpur, Selangor, to arrive not later than 30th March, 1907.

Solano, Malay Peninsula, 19th Feb. 1907. 470

HONGKONG COTTON SPINNING, WEAVING & DYING CO., LIMITED.

APPLICATION has been made to the GENERAL MANAGERS in issue to ALFRED BROOK SMITH, Esq., of Hongkong DUPLICATE CERTIFICATE of 145 Shares in the above Company upon the stamp at that Office dated 19th March 1907 for 145 Shares numbered 10572 to 10914, 11051 to 11075, 1111 to 1129, 1087 to 1091 and 4978 to 4990.

HAS BEEN LOST OR STOLEN.

NOTICE IS HEREBY GIVEN that if within 30 days from date hereof no claim or representation in respect of such Original Certificate is made to the GENERAL MANAGERS they will then proceed to deal with such application for a duplicate.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 12th March, 1907. 578

COME AND INSPECT.

Our Special Varieties of ARTISTIC VIEW POSTCARDS.

ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHERS.

PHILATELIC GOODS.

At Prices to Suit ANY BUYERS.

GRACE & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1907. 128

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A. I. A. B. C. and Engineering Code Used. NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 864 "

Width of Entrance on Bottom... 854 "

Water on Blocks at Spring Tide... 34 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 69 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK No. 2.

Extreme Length... 571 feet.

Length on Blocks... 561 "

Width of Entrance on Top... 83 "

Width of Entrance on Bottom... 82 "

Water on Blocks at Spring Tide... 32 "

PATENT SLIP.

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) especially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

1175

PUBLIC COMPANIES

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG & KOWLOON WHARF & GODOWN CO., LTD. will be held at the CITY HALL, Victoria in the Colony of Hongkong, THIS DAY (WEDNESDAY), the 20th day of March, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions will be proposed:

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the words "person for the time being in charge of the business of" be inserted between the words "Manager" and the word "or" in the 4th line of Article No. 50.

(b) That the words "and including" be inserted between the words "the word 'Manager' in the 4th line of Article No. 50 to be eliminated and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(c) That the words "and including" be inserted between the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(d) That the words "or the Corporation he represents" be inserted between the word "he" and the word "or" in the second line of Article No. 73.

(e) That the words "or the Corporation he represents" be inserted between the word "he" and the word "or" in the first line of Article No. 82.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Should the above Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Dated the 5th day of March, 1907.

By Order, E. OSBORNE, Secretary.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Office of the General Managers, 81, George's Building, Victoria, on SATURDAY, 23rd March, 1907, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, and of declaring Dividends.

TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 20th March, until SATURDAY, the 23rd March, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 8th March, 1907. 547

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Office, 37, GEORGE'S BUILDINGS, VICTORIA, HONGKONG, on the THURSDAY OF APRIL, 1907, at 11 o'clock in the FORENOON when the Subjoined Resolutions which were passed at a Meeting held on 16th day of March, 1907 will be submitted for confirmation as Special Resolutions.

RESOLUTIONS:

1. That the Capital of the Company be increased from \$4,000,000 to \$4,500,000 by the issue of 200,000 New Shares of \$10 each.

2. That the Articles of Association be altered by striking out the figures "\$1,500" in Clause 6 of Article XII, and by substituting therefor the figures "\$4,500" and by striking out the word "lands" in the second line of Clause 1 of Article XVI, and by inserting in the said Clause 1 new Clauses as follows:—

(a) The Company in General Meeting may in the year 1907 pass a Resolution to the effect that it is desirable to capitalize the sum of \$900,000 out of part of the undivided profits of the Company's Reserve Fund and accordingly that that sum be distributed as a bonus amongst the Shareholders in proportion to the shares held by them respectively, and that the General Managers be authorised to distribute among the Shareholders the \$900,000 unissued Shares in like proportions.

(b) When such Resolution has been passed the General Managers may issue and issue the 2,000 unissued Shares credited as \$4,500 paid up to the Shareholders in satisfaction of the said bonus in proportion to the shares held by them respectively, and prior to such allotment the General Managers may authorize any person on behalf of the Shareholders to enter into any agreement with the Company providing for the allotment to them of such shares credited as \$4,500 paid up and in satisfaction as aforesaid and any agreement made under such authority shall be effective.

Dated 16th day of March 1907.

SHEWAN, TOMES & Co., General Managers.

531

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY ANNUAL MEETING of the Company will be held at the Head Office, No. 2, QUEEN'S BUILDINGS, HONGKONG, on SATURDAY, the 14th April 1907, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for 31st December, 1906, and of declaring Dividends, &c.

TRANSFER BOOKS of the Company will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 15th March, 1907. 534

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED will be held at the Company's Office, Victoria Buildings, on MONDAY, the 25th day of March, 1907, at 11 o'clock in the FORENOON, when the Subjoined Resolutions will be proposed:

1. That the following alterations be made in the Articles of Association, viz:—

(a) That line one and line two of Article No. 53 be eliminated except the last five words at the end of line two and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(b) That the words "person for the time being in charge of the business of" be inserted between the word "Manager" and the words "or Agent" in the 3rd line of Article No. 59.

(c) That the following new Article to be numbered No. 63A be inserted between Articles 63 and 70:—

"63A. The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be and he is hereby appointed a Managing Director of the Company and shall hold office until the Company in pursuance of Clause 1 of the Memorandum of Association and of these Articles appoint some other person to act as Managing Director in his stead."

(d) That the first line and the second line of Article No. 70 be eliminated except the words "shall be the" at the end of the second line and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(e) That the word "not" be inserted between the word "being" and the word "including" in the second line of Article No. 73 and that the words "but not including" between the word "Director" and the word "the" in the second line be eliminated and the word "or" inserted instead.

(f) That at the end of Article No. 77 the following words be added: "Provided that the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., shall not be disqualified from the Office of Managing Director or Director because he does not personally hold the necessary shares provided Messrs. Jardine, Matheson & Co., Ltd., shall hold the necessary shares."

(g) That the words "or the Corporation he represents" be inserted between the word "he" and the word "or" in s. 5 of Article No. 81 and between the word "he" and the word "become" in line 1 of s. 6 of Article No. 81.

(h) That the words "and (so long as the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be a Managing Director of the Company) other than a Managing Director" be inserted between the words "Permanent Director" and the word "before" in the 3rd line of Article No. 82.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Should the above Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Dated the 12th day of March, 1907.

By Order, A. SHELTON HOOPER, Secretary.

THE CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Office of the General Agents on WEDNESDAY, the 27th March, at 1.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1906.

TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 27th March, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 8th March, 1907. 548

THE LUZON SUGAR REFINING CO., LIMITED.

NOTICE.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Office of the General Agents on WEDNESDAY, the 27th March, at 1.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1906.

TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 27th March, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 8th March, 1907. 550

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG LAND RECLAMATION COMPANY, LIMITED, will be held at the Company's Office, Victoria Buildings, on MONDAY, the 25th day of March, 1907, at 11.15 o'clock in the FORENOON, when the Subjoined Resolutions will be proposed:

1. That the following alterations be made in the Articles of Association, viz:—

(a) That line one and line two of Article No. 55 be eliminated except the words "shall be the" at the end of line two and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(b) That the words "person for the time being in charge of the business of" be inserted between the word "Manager" and the words "or Agent" in line 4 of Article No. 60.

(c) That the following new Article to be numbered No. 63A be inserted between Articles 63 and 70:—

"63A. The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be and he is hereby appointed a Managing Director of the Company and shall hold office until the Company in pursuance of Clause 1 of the Memorandum of Association and of these Articles appoint some other person to act as Managing Director in his stead."

</

EUTIN, German str., 1,197, Langschwaben,
12th March—Saigon 8th March, General
—Jelison & Co.
FALE, Norwegian str., 1,330, G. M. Gundersen,
11th March—Rajang (Borneo) 2nd March,
Timber and Firewood—Chinese.
FUKUSHI MARU, Japanese str., 1,600, T. Ito,
16th March—Anping 13rd March, General
—Shoens Kaisha.
GLENN via British str., 2,284, W. F. Howell,
8th March—Chili and Peru, 25th Nov.,
Metzger Bros & Co.
HAICHING, British str., 1,267, A. E. Hodgkin,
14th March—Pouchou, 10th Army 12th
and Sateou 12th March, General.
—Douglas Lippincott & Co.
HUMAK, German str., 1,275, H. Becker, 9th
March—Saigon 23rd February, Saigon
and General, Sander, Wilson & Co.
HONGKONG, French str., 742, E. Corall, 15th
March—Honghow 14th Mar.—A. R. Marty
HONGMO, British str., 2,553, Wm. Dawson,
8th March—Singapore 24th Feb., General
—Chinese.
ISORE MARU, Jap. str., 2,996, R. Hayashi,
15th March—Moji 9th March, Coal.
JAPAN, Danish str., 473, P. M. G. Chevalier,
8th Feb.—Honfleur 14 March, General.
—Java-China-Japan-Latin.
KAIFONG, British str., 286, E. Finlayson, 15th
March—Gomand 16th 11th March, General.
—Buttfield & Swire.
KAISER FRANZ JOSEF I, Austria-Hungarian
cruiser, 4,309, Ferdinand Hahay, 17th
March—Nagasaki 13th March.
KEONG WA, Chinese str., 1,200, T. Kohler,
27th Feb.—Bangkok 19th Feb., Rice,
Buttfield & Swire.
KORSCHAK, German str., 1,292, G. Rosofsky,
17th March—Bangkok and Kohsiachang,
7th and 14th March, Rice, Meat, Lumber,
—Buttfield & Swire.
KRUMPHAL, Norwegian str., 561, Haason, 18th
March—Saigon 12th March, Rice—Aagaard
—Thorsen & Co.
LEBO S, Norwegian str., 949, J. A. Jensen, 12th
March—Natura Island via Singapore 3rd
March, Timber and Planks—(Chinese).
LEIGHTER, British str., 1,394, Jackson, 15th
March—Saigon 11th March, Rice and
General—Chinese.
MAIGRATA, American str., 721, John A. R.
March—Saigon 14th March—Singapore 14th
February, General.
MAHIA ROCKWELL, German str., 1,257, A.
Rupp, 17th March—Kuchino 12th Mar.
Coal—Mitani Bussan Kaisha.
MARIE, German str., 1,109, P. F. Duran, 16th
March—Saigon 13th March, Rice & Paddy
—Jelison & Co.
MASAKI MARU, Japanese str., 702, I. Sakura,
15th March—Saigon 13th March, General.
—Osaka Shosen Kaisha.
MERCKE, British transport, 2,900, J. S. Mc
Gregor, 29th Jan.—Singapore 22nd Jan.
Coal—Admiralty.
PHU YEN, French str., 2,100, B. Buisson, 15th
Feb.—Saigon 11th Feb., Rice—Bradley
—Thorsen & Co.
PONCHON, German str., 998, W. Bofel,
16th March—Bangkok 9th March, Rice—
Norddeutscher Lloyd.
PRINZ WALDEMAR, German str., 1,736, C.
Volkmann, 18th Sept.—Kobe 12th Sept.
General—Molichers & Co.
PROGRESS, German str., 67, H. Pahren, 17th
March—Saigon 12th March, Rice and
General—Stommers & Co.
PROTEUS, German str., 2,924, N. C. Krabb,
16th March—Bangkok 9th March, Rice
and General—Nippon Yusen Kaisha.
RAFAEL, German str., 1,275, A. Decker, 18th
February—Bangkok 14th Feb., Rice and
Teak—Buttfield & Swire.
RATHO, British str., 2,747, J. Thompson, 9th
February—New York and Manila 6th Feb.
Case Oil—Standard Oil Co.
REVER, British str., 1,181, R. W. Almond, 16th
March—Manila 15th March, General.
—Shoens Kaisha & Co.
SEINE MARU, Japanese steamer, 1,235, L. H.
Matsukata, 2nd March—Kobe 2nd March
General—Japanese.
SOMERSON, American str., 428, Vitteria, 7th
Sept.—Manila 4th Sept., Balboa—Order.
SOSSE, German str., 1,195, T. S. S. S. S.
21th Feb.—Shanghai via Fookien, Amoy
and Swatow 17th Feb., General—Osaka
Shosen Kaisha.
SUZY, Russian str., 1,315, Klomson 11th March
—Saigon 9th March, Rice.
SUNA MARU, Japanese str., 2,264 Yamaoguchi,
14th March—Saigon 3rd March, Rice—
Gihon & Co.
TAICHO, British str., 2,768, H. Davison, R.N.
15th March—Yokohama, B.C. 14th Feb.
General—C. P. R. Co.
TECCER, British str., 5,905, J. Dawson, 25th
February—Thames 23rd Feb., General.
—Buttfield & Swire.
TITANIA, German str., 1,806, Schalki, 4th
March—Zumbuco 26th Feb.
TOKIATARA, British str., 2,475, J. A. V. Emme,
19th Feb.—Moji 7th Feb., Coal—
—Java-China-Japan-Latin.
TRANQUER, Danish str., 3,424, P. Thomsen,
17th March—Shanghai 14th Mar., General
—Melcher & Co.
TSUCHIKAWA, Japanese str., 2,552, R. Shimizu,
28th Feb.—Kuchino 22nd Feb., Coal—
—Mitsui Bussan Kaisha.
TUGO, German str., 1,620, W. Dauter, 16th
March—Bangkok 7th February, Rice—
Buttfield & Swire.
VICTO JA, Swedish str., 989, Hilleberg, 12th
March—Saigon 7th March, Rice—Aagaard
—Thorsen & Co.
WARRING, British str., 1,170, Behari, 12th
March—Saigon 16th March, Rice—Jardine
—Matheson & Co.
YAN, Mon, Korean str., 2,476, K. Fujise 17th
March—Moji 12th March, Coal—Mitsui
—Bussan Kaisha.
YAWAT, MARU, Japanese str., 2,266, T. I.
Harrison, 1st March—Moji 16th Mar.
General—Nippon Yusen Kaisha.
YIKSANG, British str., 1,235, Thomas, 16th
March—Saigon 14th March, General—
—Jelison & Co.
YUEN SU, British str., 1,183, T. M. Meyer,
18th March—Manila 5th March, General
—Jardine, Matheson & Co.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. Ch. Daniel	About 22nd March	Freight and Passage.
LONDON, &c., VIA USUAL PORTS	MACEDONIA Capt. C. D. Bennett	Noon, 23rd March	See Special Advertisement.
MARSEILLES LONDON and ANTWERP	MANILA Capt. F. E. Andrews	About 27th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th March, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	SHIAOSHING	On 20th Mar., 4 p.m.
YOKOHAMA AND KOBE	CHANGSHA	On 21st Mar., 4 p.m.
CEBU AND LOILO	KAIPONG	On 22nd Mar., 4 p.m.
WEIHAWEI and TIENSIN	KUEICHO	On 23rd Mar., 4 p.m.
SHANGHAI	KALGAN	On 23rd Mar., 4 p.m.
CHIEFOO and NEWCHANG	KWEITANG	On 24th Mar., 4 p.m.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	On 10th April, 4 p.m.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 19th March, 1907.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY, 20th Mar., at 8 A.M.
† SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SOSHU MARU" Capt. T. HORUGA	FRIDAY, 22nd Mar., at 8 A.M.
* TAMBUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 24th Mar., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th March, 1907.

T. ARIMA, Manager

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IN THE "EMPRESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
15 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "TARTAR" 4,425	WEDNESDAY, 27th Mar.	20th April
"EMPRESS OF CHINA" 6,000	THURSDAY, 11th April	29th April
"ATHENIAN" 3,882	WEDNESDAY, 1st May	25th May
"EMPRESS OF INDIA" 6,000	THURSDAY, 9th May	27th May
"MONTEAGLE" 6,163	WEDNESDAY, 22nd May	15th June
"EMPRESS OF JAPAN" 6,000	THURSDAY, 14th June	24th June

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN, N.B. with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.
Intermediate on Steamers) 240, " 242.
and 1st Class Railways...

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Route Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half of March	JAPAN	Second half of March
TJIMAH	JAPAN	First half of April	JAVA PORTS	First half of April
TJIBODAS	JAVA	First half of April	JAPAN	Second half of April
TJIPANAS	JAPAN	First half of April	JAVA PORTS	Second half of April
TJILATJAP	JAPAN	First half of February	JAVA PORTS	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 12th March, 1907.

Telephone No. 375.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	SAILING DATES
PRINZ LUDWIG	WEDNESDAY ... 27th March
* SACHSEN	WEDNESDAY ... 27th March
ZIETEN	WEDNESDAY ... 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY ... 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 8th May
BAVERN	WEDNESDAY ... 22nd May
PRINZ HEINRICH	WEDNESDAY ... 5th June
SCHARNHORST	WEDNESDAY ... 19th June
ROON	WEDNESDAY ... 3rd July

* I Class accommodation being engaged by H.M. The King of Siam, II Class Passengers only, will be accepted.

On WEDNESDAY, the 27th day of MARCH, 1907, at Noon, the Steamship "SACHSEN," Captain Wolters, with MALES, PASSENGERS, SPECIE and CARGO will leave this Port Calling at SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID and GENOA.

ON WEDNESDAY, the 27th day of MARCH, 1907, at Noon, the Steamship "PRINZ LUDWIG," Captain von Beez, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 26th Mar. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 26th Mar. and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 26th Mar. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	242 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	63 0 0	33 0 0

* TO NEW YORK VIA SUEZ
via NAPLES, GENOA OR GIBRALTAR ... 64 0 0 44 0 0 26 0 0
return 115 0 0 79 0 0 44 0 0
via BREMEN OR SOUTHAMPTON ... 68 0 0 46 0 0 27 0 0
return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:
Passenger have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN ROYAL:
Passenger to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE,
SIMPSONIAFEN, MATUI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	SAILING DATES
PRINZ SIGISMUND	THURSDAY, 28th Mar.
MANILA	SATURDAY, 30th April
PRINZ WAIDEMAR	THURSDAY, 2nd May

ON THURSDAY, the 28th March, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Males, Passengers and Cargo, will leave this Port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50—\$30—\$20—return \$41—\$27.15		
TO NEW GUINEA	\$28—\$18.10—\$14.00—return \$42—\$27.15		
TO BRISBANE	\$20—\$12—\$11—return \$34—\$23—		
TO SYDNEY	\$23—\$13—\$11—return \$34—\$23—		
TO MELBOURNE	\$24.10—\$14.10—\$11—return \$35.5—\$24.5		
TO YOKOHAMA	\$20.00—\$10.00—\$10.00—return \$170.00—\$120.		
TO KOBE	\$20.00—\$10.00—\$10.00—return \$170.00—\$120.		
TO YOKOHAMA and back from KOBE	\$14.00—\$10.00		

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$27. 0. 0.
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 36. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San Francisco by the U. & O.S.S. Co's steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD	Wednesday, 27th Mar.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	Wednesday, 10th April.
YOKOHAMA and KOBE	MANILA	Monday, 8th April.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & O. S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton	1st Class 262. 0. 0.
To Bremen	242. 0. 0.
To Paris via Cherbourg	63. 10. 0.
To Naples, Genoa, via Gibraltar	65. 0. 0.

Passage money payable in local currency at current sight/Bank rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHRS & CO. AGENTS.

Gutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.

SHIPPERS
Gutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS. will be sent to Valparaiso if sufficient inducement.

Steamers	Tons	To Sail
"GLENFARG"	4,000	March 28th, Noon.
"KASATO MARU"	6,100	April 25th, Noon.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A daily qualified Surgeon is carried on each boat.

K. MATSUDA, Manager,
York Building.

Hongkong, 8th February, 1907.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co's fortnightly service between CALCUTTA and Hongkong. For Freight and further particulars, apply to

DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. O. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second SALOON.

To LONDON—£65 First and £44 Second SALOON.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

NOTICE TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREME
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before FRIDAY, the 15th March, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd March, at 9.30 A.M.

All Claims must reach us before the 29th March, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MEICHERS & Co.

Agents.

Hongkong, 15th March, 1907.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"RABENSHIRE."

Captain J. M. S. Haller, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 10 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co.

Agents.

Hongkong, 18th March, 1907.

NOTICE TO CONSIGNEES.

FROM ANTIWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

THE R. A. O. S. N. Co's Steamer

"JAPAN."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th March, 1907.

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,
ADEN, BOMBAY, COLOMBO, PENANG
AND SINGAPORE.

THE Company's Steamship

"PERSIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

From Trieste, ex s.s. "Korber," trans-

shipped at Bombay.

From Venice, ex s.s. "Espero," trans-

shipped at Trieste.

From Zanzibar, ex s.s. "Korber," trans-

shipped at Aden.

From Constantinople, ex s.s. "Styria,"

transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON on the 24th March, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th March will be subject to rent.

Bills of Lading will be countersigned by SAUNDER, WIDLER & Co.,

Agents.

Hongkong, 17th March, 1907.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE, MOJI AND NAGASAKI.

THE Steamship

"ARRATOON APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, 18th March, 1907.

LADIES' AND GENTS' BOOTS AND SHOES.

EASTMAN KODAKS, CAMERAS

AND

